The facilities for management of such deformities require surgical interventions and these are available both in public and private hospitals in the country. More than 1500 plastic surgeons, pediatric surgeons and maxillofacial surgeons are available to operate the cleft lip and palate children in the country. Such facilities are available at Central Government Institutions, namely Dr. R.M.L. Hospital, New Delhi, Safdarjang Hospital, New Delhi, Kalavati Saran Children Hospital, Lady Hardinge Medical College, New Delhi, AIIMS, New Delhi, PGIMER, Chandigarh and JIPMER, Pondicherry.

The Cleft lip and Palate does not lead to any developmental or growth problem in the children.

Revamping of parcel services

*103. SHRI RAJKUMAR DHOOT: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have decided to revamp its parcel services;

(b) if so, the details thereof; and

(c) the benefits expected as a result thereof?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (c) A Statement is laid on the Table of the Sabha.

(a) to (b) Yes, Sir. Revamping of parcel services is a continuous ongoing process. Parcel traffic on Indian Railways is carried either by direct booking at railway parcel offices or by leaseholders to whom parcel space in Brakevans (SLRs) or Parcel Vans (VPs) is leased out on contract basis for a fixed period.

To streamline movement of parcel traffic, booking and carriage of parcels has been rationalized in February, 2004 and November, 2005. Salient features of the rationalization policy are as follows:

(i) During transit, unloading and re-loading of parcels at intermediate stations from one train to another train is permitted only once within the jurisdiction of the originating Zonal Railway.

(ii) In additional to above, one change-of-gauge trans-shipment is permitted. Trans-shipment of parcels booked from stations on a branch line section *via* the corresponding junction station on the main line is also permitted.

(iii) Loading of parcels from and to intermediate stations served by a particular train is also permitted if that train stops for five minutes or more. However, relaxation for less than 5 minute stoppage has been given for only one station for each train within the jurisdiction of each zonal railway. Ordinary passenger trains are exempted from this restriction.

(iv) Booking and carriage of parcel traffic is permitted involving two break-of-gauge trans-shipment within Southern Railway jurisdiction.

(v) Luggage belonging to passengers has been exempted from the purview of rationalization scheme.

Under the parcel leasing policy, some portion of parcel space in passenger carrying trains is leased out to the highest bidder through open tenders on contract basis for a fixed period. Lease holders aggregate parcels from different customers and carry their consignment in leased Brakevans (SLRs) or Parcel Vans (VPs).

Loading and unloading of packages is done by lease holders, Railways are assured of full earning capacity of parcel space, irrespective of its actual utilization. with a view to make the parcel leasing scheme more liberal and customer friendly, it is being continuously reviewed from time to time.

(c) Expected benefits to travelling public, trade and Railways from rationalization policy and parcel leasing scheme are as under:

(i) Overall decongestion of platforms at railway stations.

(ii) Reduce inconvenience to travelling passengers and ensure their safe and free movement at platforms.

(iii) Improve punctuality of trains.

(iv) Minimize over carriage of parcels and reduce claim cases.

(v) Reduction in transit time for transportation of parcels.

(vi) Better services through assured & faster transit.

(vii) Better utilization of parcel space.

(viii) Improve profitability of this loss-making segment of Indian Railways.

Conservation of lakes

*107.SHRI GIREESH KUMAR SANGHI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether efforts have been made by his Ministry to appropriately upkeep the lakes during the last two years;

(b) if so, the details thereof;

(c) whether there has been any mechanism to stop pumping of effluents into the lakes;

(d) if so, the details thereof; and

(e) if not, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) and (b) The Ministry is implementing the National Lake Conservation Plan (NLCP) since June, 2001 for conservation and management of polluted lakes and tanks in the country. During the last two financial years, 09 projects for conservation of 14 lakes have been approved at an estimated cost of Rs. 87.94 crore on 70:30 cost sharing basis between the Central and the respective State Governments. The project-wise details of the lakes approved for conservation and management under the Plan during 2003-04 and 2004-05 are given below:-

Sl. No.	Name of Lake	State	Approved Cost
1.	Banjara Lake, Hyderabad	Andhra Pradesh	Rs. 2.75 crore
2.	Channapatna Lake, Hasan	Karnataka	Rs. 4.97 crore